

Official Publication of The Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

JULY-AUGUST 1976

ABOUT THE COVER: Shown on the cover of our mid-summer Minnegazette are Ray Benson, Sr. (in coveralls) and Jay Halvorson as they work furiously, repainting car #1300 prior to the May '76 opening of the Como-Harriet Streetcar Line. Jay stands back to admire his work while Ray re-letters the #1300 numberboard. This spring our venerable car was completely spruced-up, repainted, inside & out, the roof was redone in tuscan red, the car's compressor was overhauled, etc. ----all under the direction of MTM Restoration Chief Bill Graham. More about this later in this issue.

A MESSAGE FROM PRESIDENT SANDBERG: Car operations on the Como-Harriet Streetcar Line are finally back in full swing with faithful workhorse #1300 in simply splendid condition for the '76 season, thanks to the efforts of our hard-working and dedicated restoration and maintenance department. Thankfully, the fresh paint was only slightly tacky when the season's first passengers were loaded aboard on May 22nd. As of the end of June our passenger loadings are running ahead of last year and, this, of course, will do much to ease the cash flow problems which we have experienced over the past winter.

In addition, I am very pleased to announce that the MTM was recently the recipient of a grant from the Minnesota Historical Society in the amount of \$5,332.00! This contribution was happily accepted on behalf of the Museum and will be utilized specifically to further the restoration efforts on Duluth car #265, which is really beginning to take shape over at the Como Shop facility in St. Paul. Monies granted under the Historical Society's Grant-in-Aid program are highly sought--often unsuccessfully--by many worthy historically oriented organizations throughout the State. We are indeed fortunate and gratified that the Society felt that the #265 project was important enough to warrant this consideration. We owe the Society a great debt of thanks for this much needed 'shot-in-the-arm' for our #265 restoration program. Please remember that regular sessions are scheduled at Como Shops every Wednesday evening and on Saturdays, and that your participation in this worthwhile program is most welcome. Come on out -- I hope to see you there!

Thanks, Frank Sandberg

A TRIBUTE TO THE GARDEN CLUB Our heartfelt thanks go to the Federated Garden Clubs of Minnesota for their contribution of \$500.00 toward the beautification of the 42nd. Street Station Area at the Como Harriet Streetcar Line. Also, special thanks to the Blue Belles Garden Club of Minneapolis, Bev Houts and Helen Brostrom, project directors. Boy Scout Troop #64, under the direction of Eagle Scout Rick Houts, did an exceptionally fine job. The new garden, with it's colorful flowers, shrubs and sodded area, is a most welcome addition to the Lake Harriet site, and judging from the highly favorable comments by area residents and passengers, the project has been as successful as it is beautiful.

GARDEN PROJECT cont.

Our thanks also go to MTM member Greg Olson and Boy Scout Troop #184, sponsored by Hope Lutheran Church in South Mpls., for the excellent work they did in cleaning our right-of-way of accumulated winter debris prior to our opening weekend.

TOURIST RAILROADING TO HAVE IT'S OWN SUMMIT CONFERENCE SHOULDN'T YOU BE THERE ????

Yes, it will be held in Minneapolis on Oct. 29, 30th and 31st of this year and it is known as the Annual Convention of the Tourist Railway Association; or simply -- TRAIN! It is our industry's real meeting-of-the-minds, and there are several excellent reasons for attending. There will be seminars on many burning issues which face all creative tourist operating groups; safety and standards, scarce mechanical parts and operating procedures, burdensome Federal Regulations, Promotion and public relations and many more interesting to all.

Our headquarters will be in the Curtis Hotel in Minneapolis. Space for private railroad cars will be provided at the Amtrack Station in Mpls. As in the past, there is a fine ladies' program planned.

MTM is the host organization in '76 and our convention committee is going all out to make this a most productive weekend. Watch for further details and a complete schedule in the Sept.-Oct. Special issue of the Minnegazette.

ERM about to ISSUE -- PLEDGED FUNDS ARE NEEDED NOW!

The long awaited "Electric Railways of Minnesota" is now nearing completion. Final printing is in process, and it is anticipated that the new volume will issue shortly. Understandably, this rich historic work is a costly undertaking every foot of the way. MTM needs funds to cover its printing costs. We ask that all those who have graciously pledged to loan MTM money for the book production, please forward checks to Treasurer Bob Macnie at 3135 Casco Circle, Wayzata, Minn. 55391. A note will be issued to each individual which will bear 6% interest per annum. Thank you.

Norm Podas
VP - Publications

ON LINE AT COMO-HARRIET

Once again, our Como-Harriet Streetcar line has opened on time, with good passenger counts. Our thanks go out to that group of 'restorers' who repaired #1300's rotten wood and painted the car inside & out. Also, we offer a special thanks to the work crews who so ably prepared the track and overhead wire in advance of our opening session. We already have a longer track this spring. We have assurances for an extension complete to the Calhoun archery targets sometime later this summer. With the continued enthusiasm of our operating crews, which, for the first time, enables us to operate every nite of the week, we look forward to a most successful summer.

Staffing of the Minnehaha Depot got off to a fine start on Memorial Day; our special thanks to both Ray and Margaret Bensen for their cleanup and preparation prior to the opening. Thanks to all!

Scott Heiderich

A PLEA FOR RESPONSIBILITY -- PLEASE NOTE

Residents along the Como-Harriet Line have complained about certain members of MTM using the access road from 42nd St. to the Linden Hills carhouse. The private road, paralleling the R-O-W for 1½ city blocks is unpaved and considerable dust is raised -- to the displeasure of area residents -- by speeding autos. Members are strongly reminded that the auto speed limit on this stretch is 10 MPH maximum. In addition to keeping the dust down, the restricted limit is imposed as a safety factor for local pedestrian traffic. Work crew members please note -- this message is meant for you.

MISCELLANEOUS DEPT -----

Typewriter needed: The Museum needs a good typewriter! It can be old, the 'armstrong' variety, but it must have clean type and be in good, serviceable condition. If you can donate this very needed piece of equipment, (it's tax deductible) please contact Judy Sandberg, 890-2830.

A Lawnmower Anyone??? If one of you out there has an old serviceable lawnmower which can be used to help keep the Como-Harriet platform grass area mowed, please call Judy Sandberg at the above number. A donation of a mower is desperately needed now that the rains have at long last come.

IT'S GREAT TO SEE THE RETURN OF THE RPO! --by Bill Marshall

In case you are a former RPO clerk, you may be interested to know the Minnesota Transportation Museum is restoring a 15 foot apartment, NP Railway Post Office car #1102. Thanks to several former RPO clerks in the St. Paul area, and one in Rockford, Illinois, we are receiving advice and help to restore it as an authentic museum exhibit. To date, we have received a cinder guard, old mail sacks, a non- RPO hand cancellation stamp, and from Illinois, some facing slips, strip labels, personal stamps, case headers, date stamps, maps, station indexes, postal manuals, etc. We are about to receive a catcher pouch and catcher arm. We'd appreciate receiving whatever donation MTM'rs or former RPO clerks would like to offer the exhibit, such as a "pony" (bridge, or jack, which holds 2 pouches or sacks), mail crane, outside grilles for the 2 windows, authentic RPO hand cancellation stamp, envelopes with RPO cancellations, and whatever else would help make the #1102 a viable, operating exhibit. Anyone who may know some of the history of the #1102 could also make a significant contribution as those of us who are attempting to reconstruct the cars' past history have done.

We believe that the RPO has made a significant contribution to American History, and it should not be forgotten. Thanks to our RPO friends in the St. Paul area, our restoration work will be authentic and reveal this contribution in a way that Americans of the post-RPO era can appreciate. We would sincerely appreciate whatever materials and historical information former RPO clerks throughout the nation would be able to offer.

STOP PRESS FLASH!!!

ANOTHER HISTORICAL TCRT STREETCAR ADDED TO MTM COLLECTION!!!

As we go to press, it has been confirmed that the Minnesota Transportation Museum has acquired another choice historic property - Twin City Rapid Transit Co., steel-sided streetcar #1496. This car originally built in 1911 in the Snelling Shops of TCRT is excellently preserved and even

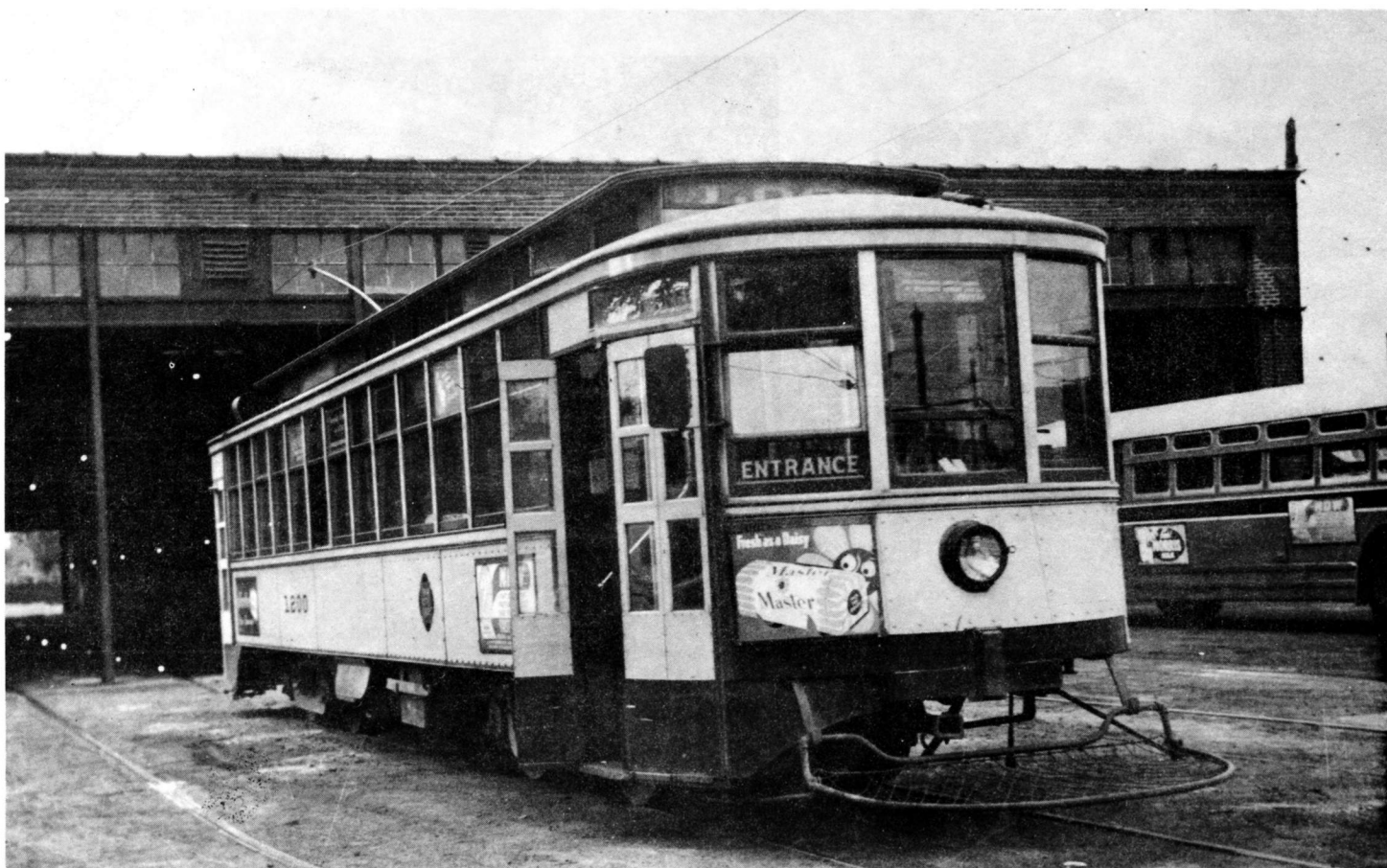
CAR #1496 cont.

retains most of its original wicker seats. During the coming weeks, this fine prize will be moved to Como for eventual full restoration to/for operation on the Como-Harriet. Watch for details on our new/old standard car in our next issue.

IMPORTANT NOTICE; GENERAL MEMBERSHIP MEETING COMING

AUGUST 31ST --- A VERY SPECIAL PROGRAM

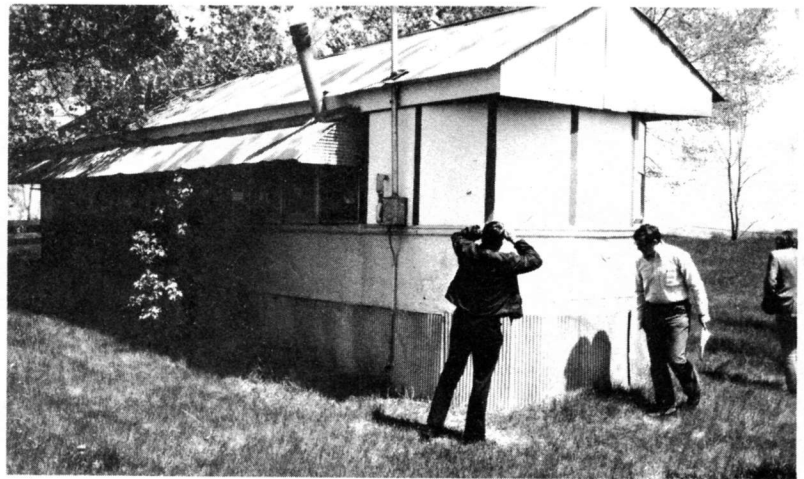
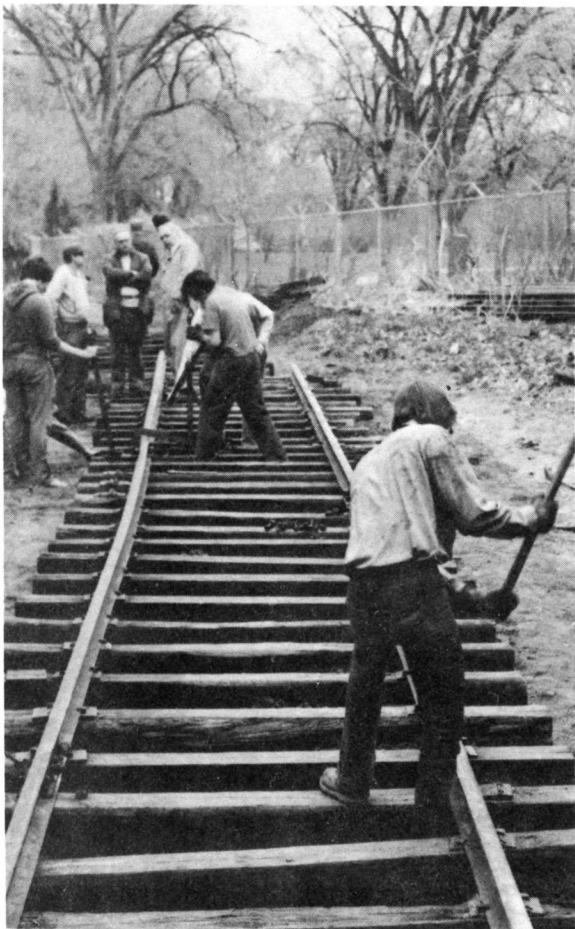
We've got a very special program for you, and its on Tuesday, August 31st. on the Como-Harriet line! The next meeting of the MTM membership is scheduled aboard old #1300 at Harriet and in addition to the usual important Museum business, will feature a very special program consisting of slides and sound movies concerning Cable Cars and Incline Railways of the U.S.; their historical development and present day operations. MTM'r Gordon Frederick will 'MCEE' and Ray Bensen, Sr. - program chairman - indicates that the fully illustrated show will cover the intricacies of Incline/Cable Railway, mechanical operations - to include the contemporary Dequesne Heights (Pittsburg) and San Francisco Cable properties. Plan to attend; be at the 42nd St. station platform, 42nd & Queen Avenue So. at 7:45 p.m. on August 31st, 1976. Board the car for a short ride to Linden Hills Station & yard. The program will commence promptly at 8 p.m. Parking is available in the Lake Harriet pavilion area. Plan to attend now!



TCRT #1200 shown at Snelling in 1952 is similar to recently acquired car 1496; note the steel-side sheathing and "streamlined" anticlimbers. (Car 1200 was built in 1906, rebuilt to one-man in 1936, scrapped in 1953.)



LEFT: Aboard #1300, Judy Sandberg talks to members of a sister organization - The Lake Superior Transportation Museum during their spring visit to the Twin Cities. BELOW: Glimpse of MIM's new car #1496 recently being inspected by acquisitions committee members. BOTTOM: Another welcome recent MIM acquisition - an ex-MTC tower truck for future use on the C-H wire! BELOW LEFT: The rails move north toward Calhoun. Pix; courtesy of Loren Martin & Barney Olsen.





MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!